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TWENTY-EIGHTH ANNUAL REPORT

OF THE

BOARD OF DIRECTORS

OF THE

LEHIGH VALLEY RAILROAD COMPANY

TO THE

STOCKHOLDERS,

JANUARY 16TH, 1883.

---

PHILADELPHIA :

ALLEN, LANE & SCOTT'S PRINTING HOUSE,  
229-231 SOUTH FIFTH STREET.

1883.





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1883.



# OFFICERS

OF THE

## LEHIGH VALLEY RAILROAD COMPANY.

JANUARY 16th, 1883.

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President,

HARRY E. PACKER.

Vice-President,

CHARLES HARTSHORNE.

Treasurer,

LLOYD CHAMBERLAIN.

Secretary,

JOHN R. FANSHAW.

General Superintendent,

H. STANLEY GOODWIN.

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### Directors :

CHARLES HARTSHORNE,  
R. ASA PACKER,  
WILLIAM L. CONYNGHAM,  
ARIO PARDEE,  
WILLIAM A. INGHAM,  
GEORGE B. MARKLE,

ROBERT H. SAYRE,  
JAMES I. BLAKSLLEE,  
ELISHA P. WILBUR,  
JOSEPH PATTERSON,  
GARRETT B. LINDERMAN,  
JOHN R. FELL.



# ANNUAL REPORT

OF THE

## LEHIGH VALLEY RAILROAD COMPANY.

JANUARY 16th, 1883.

WE have again to report an increase of our coal tonnage, which was as follows:—

Anthracite, . . . . .	6,257,159 tons.
Bituminous, . . . . .	78,982 tons.
Total, . . . . .	6,336,141 tons.

And for each of the past five years:—

1878, . . . . .	3,479,593 tons.
1879, . . . . .	4,415,285 tons.
1880, . . . . .	4,672,724 tons.
1881, . . . . .	5,870,701 tons.
1882, as above, . . . . .	6,336,141 tons.

Our income from all sources, including interest received from investments, &c., amounted to, . . .	\$11,239,312 76
Operating expenses of the road, . . . . .	5,833,677 34
Leaving, . . . . .	\$5,405,635 42

Against which there has been charged:—

Interest on bonds (including interest and dividends on guaranteed bonds and stocks), . . . . .	\$2,019,733 72
DIVIDENDS:—On preferred and common stocks, . .	2,350,516 50
General expenses, interest on floating debt, Pennsylvania and New Jersey State taxes, loss on Morris Canal, &c., . . . . .	375,490 36
Amount charged for estimated accumulated depreciations, . . . . .	554,348 93
	5,300,089 51
Balance to be carried to the credit of the Profit and Loss account,	\$105,545 91

Our capital account at the close of the fiscal year, was as follows:—

Preferred stock, . . . . .	\$106,800	
Common stock, including scrip not yet converted, . . . . .	27,496,895	
		<hr/>
First mortgage six per cent. bonds (coupon and registered) due in 1898, . . . . .		\$27,603,195
Second mortgage seven per cent. bonds, registered, due in 1910, . . . . .		5,000,000
Consolidated mortgage six per cent. bonds, due in 1923, except sterling bonds:—		6,000,000
Sterling, . . . . .	\$4,013,000	
Coupon, . . . . .	1,952,000	
Registered, . . . . .	7,498,000	
Annuity, . . . . .	550,000	
		<hr/>
Floating debt, less cash on hand,	none.	14,013,000
		<hr/>
		\$52,616,195

One hundred and fifty-nine of the sterling bonds were drawn, payable December 1st, 1882, leaving \$3,854,000 bearing interest from that date.

The second mortgage bonds of the Southern Central Railroad Company, of New York, amounting to \$400,000, endorsed and guaranteed by this Company, as approved by the stockholders in January, 1873, fell due on March 1st last, and were taken up and paid for by us under an agreement with that company and the holders of the greater part of its first mortgage bonds, under which both the existing mortgages were to be canceled and a new one created at a reduced rate of interest of sufficient amount to include all their indebtedness and provide means for additional business. This agreement is now being carried out and will be completed as soon as it is assented to by the holders of a few of their first mortgage bonds.

Our line of steamers on the lakes between Buffalo and Chicago is proving quite successful and is becoming a paying investment independent of its advantage as an outlet and feeder for our railroads.

The improvements at Buffalo, upon which we are expending considerable sums, and the various other interests we have and are securing at the North and West, are in excellent condition, and



no doubt will ultimately be of great advantage towards increasing and facilitating the business of our entire route.

Our General Superintendent and Chief Engineer, Mr. Robert H. Sayre, who has been identified with the Company for so many years, and under whose engineering direction the road was originally constructed, resigned his offices, to take effect November 1st last, and accepted a position with another Company. His natural good judgment, and his long experience and intimate knowledge of our road, rendered his services always valuable and make us greatly regret his loss. He, however, continues as a Director of the Company, and in that position we shall still be benefited by his advice and counsel.

To fill the vacancies occasioned by Mr. Sayre's resignation, Mr. H. Stanley Goodwin, the former Assistant General Superintendent, was elected General Superintendent, and Mr. A. W. Stedman, the former Principal Assistant Engineer, was elected Chief Engineer.

During the year we have lost by death Messrs. David Thomas and Ashbel Welch, the two oldest directors of the Company, both in years and in service. They both entered the direction of the Company in January, 1863, and until the time of their deaths retained an active interest in its affairs, and used their utmost endeavors to contribute to its success. As a testimonial of the appreciation in which they were held by their fellow members, the following was, by unanimous direction, ordered to be entered upon the minutes:—

“The death on June 23d last of our late associate, Mr. David Thomas, of Catasauqua, takes from our midst the oldest member of the Board in years, and one of the two longest in the direction of this Company. His excellent judgment, his extended experience, and his uniform courtesy, made him valuable in all our business considerations. As the pioneer of the anthracite iron trade in this country, he largely contributed to the wealth of our Lehigh region by the growth of that industry, and by that means has assisted greatly in the success of our road. His long and close intimacy with our former president, the Hon. Asa Packer, was well known. His death, following so closely that of others prominently identified with the organization and subsequent growth of our Company, admonishes us that the generation

which so firmly planted and labored in our earliest history is fast passing away. It is, therefore, with feelings of great sadness that we bow to that Higher Power, which has, for its own good purpose, removed our fellow member.

"Our associate, Mr. Ashbel Welch, departed this life at his residence in Lambertville, N. J., on September 25th, last. Contemporaneous with Mr. Thomas in entering the direction of this Company, their deaths also have followed very closely, and leave us with no member of the Board whose continuous service is longer than sixteen years. Mr. Welch always maintained the greatest interest in the welfare of the Company, and his wise and judicious counsels were ever ready to be used in its interest. His long experience and well known ability in the particular requirements of railroad management made his opinions more than ordinarily valuable, and his reputation for probity and Christian character reflected credit upon any institution with which he was connected. While regretting the loss sustained by us in his death, it is yet our privilege and pleasure to bear this testimony to his worth."

Messrs. Garrett B. Linderman, of Bethlehem, and John R. Fell, of Philadelphia, were elected Directors in place of the two deceased members.

For further information, attention is directed to the reports of the General Superintendent; of the President and General Superintendent of the Pennsylvania and New York Canal and Railroad Company; and of the General Superintendent, of the Lehigh Valley Coal Company, published herewith.

By Order of the Board.

CHAS. HARTSHORNE,  
*President.*

ANNUAL REPORT  
OF THE  
GENERAL SUPERINTENDENT  
OF THE  
LEHIGH VALLEY RAILROAD COMPANY,

*For the Fiscal Year ending November 30th, 1882.*

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BETHLEHEM, PA., November 30th, 1882.

*Charles Hartshorne, Esq., President,*

DEAR SIR:—The following report of the operations of the Lehigh Valley Railroad for the fiscal year ending November 30th, 1882, is respectfully submitted:—

The total amount of anthracite coal transported over the main line and branches for the year was 6,257,159.09 tons, an increase compared with the previous year of 465,783.01 tons or 8.04 per cent., and an increase over any year previous to 1881 of 1,650,744.09 tons.

The coal was derived from the following sources:—

REGIONS.	1881.	1882.	INCREASE AND Decrease.
Wyoming, . . . . .	1,356,507.09	1,322,712.10	33,794.19
Hazleton, . . . . .	2,674,077.10	2,919,219.03	245,141.13
Upper Lehigh, . . . . .	29.06	29.14	.08
Beaver Meadow, . . . . .	502,631.04	538,128.17	35,497.13
Mahanoy, . . . . .	1,257,933.10	1,477,069.05	219,135.15
Mauch Chunk, . . . . .	197.09		197.09
	5,791,376.08	6,257,159.09	465,783.01

And was distributed as follows:—

POINTS OF DELIVERY.	1881.	1882.	INCREASE.	DECREASE.
At Mauch Chunk, . . . . .	5,333.07	4,881.03		452.04
On line of road above Mauch Chunk, . . . . .	11,404.07	16,943.16	5,539.09	
On line of road above Mauch Chunk for use L. V. R. R., . . . . .	113,722.01	124,052.06	10,330.05	
To P. and N. Y. R. R., . . . . .	712,014.02	708,730.02		3,284.00
" Northern Central R. R., . . . . .	16,194.05	83,716.02	67,521.17	
" Sunbury, Hazleton and Wilkesbarre R. R., . . . . .	101,447.00	109,813.03	8,366.03	
" L. and S. Div. Cent. R. R. of N. J. at Packerton, . . . . .	13,010.13	4,503.08		8,507.05
" Catawissa R. R., . . . . .	5.16			5.16
" Lehigh Canal at M. Chunk, Lack. and Bloomsb'g R. R., . . . . .	66,284.00	54,964.17		11,319.03
" Phila. and Reading R. R., . . . . .	245,275.13	204,928.06		40,347.07
" Local east of Mauch Chunk, East of Mauch Chunk for use L. V. R. R., . . . . .	8,361.16	4,097.10		4,264.06
" To Furnaces and Mfg Co's., . . . . .	71,934.08	70,968.08		966.00
" Schuylk' and Lehigh R. R., . . . . .	123,889.02	136,826.03	12,937.01	
" Iron ton R. R., . . . . .	762,042.02	786,630.18	24,588.16	
" Catasauqua and Fogels'e R. R., . . . . .	72.06	137.11	65.05	
" East Penna. R. R., . . . . .	6,529.03	5,234.16		1,294.07
" Perkiomen R. R., . . . . .	9,570.14	8,785.09		785.05
" North Penna. Branch of P. and R. R. R., . . . . .	134.12	328.09	193.17	
" Port Del. (Morris Canal), . . . . .	148,965.18	138,473.04		10,492.14
" Morris and Essex Div. D., L. and W. R. R., . . . . .	135,637.13	134,266.07		1,371.06
" Belvidere Div. Penna. R. R., . . . . .	298,951.04	295,443.10		3,507.14
" Central R. R. of N. Jersey, New Jersey Div. L. V. R. R., . . . . .	78,213.19	79,438.04	1,224.05	
	1,257,176.10	1,404,716.16	147,540.06	
	1,002.18	4,281.13	3,278.15	
	1,604,202.19	1,874,997.08	270,794.09	
Totals, . . . . .	5,791,376.08	6,257,159.09	552,380.08	86,597.07
Total Canal, . . . . .	66,284.00	54,964.17		11,319.03
Total Rail, . . . . .	5,725,092.08	6,202,194.12	477,102.04	
Grand Total, . . . . .	5,791,376.08	6,257,159.09	465,783.01	

## TONS OF ANTHRACITE COAL CARRIED ONE MILE.

REGION.	1881.	1882.	INCREASE AND Decrease.
Wyoming, . . . . .	32,008,420.16	29,708,171.01	2,300,249.15
Hazleton . . . . .	64,240,943.09	70,302,672.17	6,061,729.08
Beaver Meadow, . . . . .	11,362,030.19	12,160,799.17	798,768.18
Mahanoy, . . . . .	48,825,849.00	57,882,731.03	9,056,882.03
Total above Mauch Chunk,	156,437,244.04	170,054,374.18	13,617,130.14
“ below “ “	284,189,455.00	320,366,405.17	36,176,950.17
Grand Total, . . . . .	440,626,699.04	490,420,780.15	49,794,081.11

The number of tons of anthracite coal carried one mile was 11.30 per cent. more, and the rate received per ton per mile 3.63 per cent. less than in 1881.

During the year the coal trade was suspended for fifty-one working days.

The total amount of miscellaneous freight transported over the main line and branches for the year, was 3,685,435.64 tons, an increase over the previous year of 199,003.77 tons, or 5.71 per cent.

Tons of miscellaneous freight carried one mile 216,411,651.57, an increase over the previous year of 14,112,366.63 tons, or 6.97 per cent.

The average rate per ton per mile was the same as for the previous year.

The total number of passengers transported for the year was 1,786,854, an increase over the previous year of 321.467, or 21.94 per cent.

Passengers transported one mile 27,449,347, an increase over the previous year of 18.71 per cent.



The total road receipts and expenses for the year were as follows:—

FROM TRANSPORTATION OF	GROSS RECEIPTS.	EXPENSES.	NET RECEIPTS.
Coal, . . . . .	\$7,158,744 07	\$3,839,214 62	\$3,319,529 45
Freight, . . . . .	2,269,021 20	1,453,289 51	815,731 69
Passengers, Express, and Mail, . .	732,304 54	541,173 21	191,131 33
Totals, . . . . .	\$10,160,069 81	\$5,833,677 34	\$4,326,392 47
1881, . . . . .	9,423,857 76	4,648,083 78	4,775,773 98
Increase and <i>Decrease</i> , . . . . .	\$736,212 05	\$1,185,593 56	\$449,381 51
Increase and <i>Decrease</i> , per cent., .	7.81	25.51	9.41

As will be seen from the above statements each branch of our business shows an increase both in amount and in receipts over any previous year, with the exception heretofore noted of the passenger receipts for the year of the Centennial Exhibition.

#### BRIDGES.

The following bridges have been built during the year:—

Five new road bridges over railroad on New Jersey Division to replace old ones, all of timber.

New iron stringers have been purchased for all of the truss bridges on New Jersey Division and are being put in place.

The abutments of the iron truss bridge over the stream at New Market were undermined by a freshet in September last. A trestle work was built for temporary use and the abutments are being renewed.

A new trussed girder bridge, for double track, has been built over public road at Easton, replacing wooden bridge.

A new abutment has been built at the east end of the iron deck bridge at Easton and two new spans of bridge are ready to erect. This will complete the structure according to the original design.

The old double track iron bridge of two spans over the Little Lehigh at Allentown, has been replaced with a new iron bridge for three tracks—total length 260 feet.

New iron girders for two tracks over opening below Slatington—length 16 feet.

Three of the wooden truss bridges on Slatedale Branch have been renewed—total length 300 feet.

We have under contract an iron bridge for three tracks in place of the old bridge for two tracks across the Lehigh between Mauch Chunk and Packerton; most of the necessary masonry for the new bridge has been built.

A new arch culvert is being built at Stony Creek to replace the old timber bridge.

The stone arch culverts at Wapwallopen, Conety, and Nescopee Creeks have been extended for second track.

The trestle work across the old North Branch Canal west of Mill Creek has been partly replaced by an embankment.

The trestle work over canal near Tompkin's Colliery has been filled up.

On Mahanoy division, a stone arch has been built over Catawissa Railroad to replace a wooden bridge.

Two iron girder bridges have been built on branch to Black Diamond Colliery, to replace wooden ones.

On Hazleton division an iron bridge of sixty feet clear span, has been built over Black Creek, near Conyngham station, to replace wooden structure.

#### BUILDINGS.

The following buildings have been erected during the year:—

At Perth Amboy, a new freight station twelve by forty feet, and a new stable twenty by thirty feet; also a new ice house twenty by thirty feet.

At Packer's Island, a pavilion, thirty-two by sixty feet, for excursion parties.

At Landsdown, a new engine house, twenty-two by seventy-five feet.

At Clinton, a new passenger station, twenty-two by forty feet, and a new freight station, twenty-four by forty feet.

At Midvale, a new passenger station in progress.

At West End, an addition to passenger station of sixteen by sixteen feet, and a dwelling-house eighteen by twenty-eight feet, two story, with kitchen attached.

At Phillipsburg the passenger station has been raised to three stories in height, the second and third stories being used for offices.

A new telegraph office, twelve by thirty-six feet, has been built; also, a frame office for car inspectors, sixteen by eighteen feet, and an oil and tool house for the same, eighteen by thirty-five feet, covered with iron. All the above are frame buildings.

At South Easton, an erecting shop, seventy-five by two hundred and fifty feet; an oil house, thirty by forty feet; a shop office, thirty by forty feet, and a boiler shop, forty by eighty feet, all of brick.

At Packerton, a brick engine and boiler house, fifty-one by seventy-six feet, with a brick stack one hundred feet in height; an oil house, twenty by eighty-five feet, timber frame covered with iron; a frame supply house, fourteen by twenty-eight feet, and a frame shed for iron and bolts, forty-two by forty-eight feet.

At Mauch Chunk a roof over the station platform four hundred and fifty-four feet in length, all of iron and supported on iron columns.

At Sugar Notch a new oil house, frame, sixteen by sixty feet.

At Wilkesbarre, an addition has been built to the machine shop, ninety-four by one hundred and twenty-four feet, and a new boiler shop commenced, sixty-two by one hundred and ten feet, both of brick.

At Delano, a machine and smith shop of stone, eighty-four by one hundred and thirty-six feet, with a wing fifty by seventy feet; also a frog and switch shop, thirty by fifty feet, covered with iron, and an oil and supply house of stone, twenty-two by forty feet.

A new track scale sixty-one feet in length, with scale house, ten by fourteen feet.

Ten blocks (twenty tenements) of framed dwelling-houses.

New framed station houses on Mahanoy Division as follows:

At Hudsondale, nine by fourteen feet; at Gerharts, eight by twelve feet; at Myersville, twelve by fourteen feet; at Raven Run, fourteen by twenty-four feet; at Centralia, twenty-eight by fifty-two feet. At Onoko a new pavilion, twenty-four by seventy-four feet wide, with iron roof.

At Penn Haven a new passenger station, thirty-eight by thirty-eight feet, and a new restaurant, forty by forty feet, both two stories high.

At Black Creek Junction a new station house for passengers and freight, sixteen by forty feet.



At Tomhicken a dwelling-house of two stories, twenty-four by thirty-two feet with attachment of fourteen by twenty-four feet.

#### WATER STATIONS.

At Rockdale a new supply of water has been procured, a dam built and a line of pipe 2887 feet in length has been laid.

We have been obliged during the past year to pump water temporarily at stations ordinarily supplied by natural flow and to haul water on all of the mountain divisions.

#### TELEGRAPH.

During the past year we have increased our telegraph lines by new wires as follows: From Easton to Perth Amboy, 60.5 miles; from Easton to Mauch Chunk, 45.5 miles; from Packerton to L. & B. Junction, via Coxton, 68.1 miles, and from Ashland to Centralia, 1 mile.

New lines of poles have been built as follows; From Mauch Chunk office to Onoko, 2.8 miles, and from Penn Haven Junction to White Haven, 16.3 miles.

#### EQUIPMENT.

Our locomotive equipment has been increased during the year by twenty-four (24) engines, as follows:—

- 1 Built at South Easton Shop.
- 1   "   " Wilkesbarre Shop.
- 6   "   " Delano Shop.
- 10   "   " Hazleton Shop.
- 5   "   " Weatherly Shop.
- 1 Purchased from Lehigh Coal and Navigation Company

We have increased our stock of cars as follows:—

#### BUILT AT OUR OWN SHOPS.

Passenger cars, . . . . .	6
Baggage   "   . . . . .	4
Fruit       "   . . . . .	6
Gravel       "   . . . . .	94
Eight-wheeled caboose cars, . . . . .	3
Supply cars, . . . . .	5

Four-wheeled caboose cars, . . . . .	3
Eight-wheeled gondola cars, . . . . .	73
"    "    house cars, . . . . .	178
Lumber house cars, . . . . .	115
Eight-wheeled gondola coal cars, . . . . .	758
Four-wheeled coal cars, . . . . .	34

#### PURCHASED DURING THE YEAR.

Passenger cars, . . . . .	6
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Less cars put out of service, as follows:—

Eight-wheeled platform cars, . . . . .	13
"    "    coal cars, . . . . .	5

To replace cars worn out and broken up, we have built cars in addition to the above, as follows:—

Four-wheeled coal cars, . . . . .	272
Eight-wheeled house cars, . . . . .	19
"    "    platform cars, . . . . .	16
"    "    gondola cars, . . . . .	22
"    "    bark cars, . . . . .	1
Six-wheeled platform cars, . . . . .	6
Eight-wheeled caboose cars, . . . . .	3
Four-wheeled " " . . . . .	10
Tool cars, . . . . .	3
Four-wheeled gravel cars, . . . . .	23
"    "    lime " . . . . .	4
"    "    platform cars, . . . . .	1

We have also built for other parties:—

Eight-wheeled platform cars, . . . . .	2
"    "    gondola " . . . . .	8
Four-wheeled gravel " . . . . .	45
"    "    mine " . . . . .	120

There were cast at our Hazleton foundry:—

1,788 wheels for mine cars,
14,967 "    general use,
45 locomotives tires,
<hr/> 16,800 Total wheels and tires.

Our equipment is now as follows:—

	ON LAST REPORT.	INCREASE AND Decrease.	Nov. 30th, 1882.
Engines of all classes, . . . . .	268	24	292
Passenger cars, . . . . .	73	12	85
Pay cars, . . . . .	1	. . .	1
Baggage and express cars, . . . . .	41	4	45
Fruit cars, . . . . .	. . .	6	6
Gravel cars, . . . . .	200	94	294
Wreck and tool cars, . . . . .	30	. . .	30
Eight-wheeled caboose cars, . . . . .	50	3	53
Six-wheeled caboose cars, . . . . .	1	. . .	1
Tunnel cars, . . . . .	150	. . .	150
Four-wheeled platform cars, . . . . .	12	. . .	12
Supply cars, . . . . .	14	5	19
Eight-wheeled water cars, . . . . .	5	. . .	5
Four-wheeled lime cars, . . . . .	44	. . .	44
“ caboose cars, . . . . .	28	3	31
Eight-wheeled bark cars, . . . . .	50	. . .	50
“ stock cars, . . . . .	13	. . .	13
“ platform cars, . . . . .	375	13	362
“ gondola cars, . . . . .	1,062	73	1,135
Six-wheeled platform cars, . . . . .	100	. . .	100
Eight-wheeled house cars, . . . . .	1,780	178	1,958
“ lumber cars, . . . . .	100	115	215
Coal cars, rated as four-wheeled, . . . . .	24,465	{ <sup>10</sup> 1,550}	26,005

### RAILS.

The steel rails in track above the scale at Packerton have, up to this date, passed a tonnage of 67,747,971 tons of coal and cars, and an additional tonnage of probably 11,000,000 tons of freight and cars and are still in good condition.

MILES OF STEEL TRACK.	ON LAST REPORT.	LAID AND RE- LAID THIS YEAR.	TOTAL NOW IN USE.
On New Jersey Division, . . . . .	116.03	5.88	121.91
On Lehigh Division, . . . . .	109.62	14.88	124.50
On Wyoming Division, . . . . .	60.66	6.28	66.94
On Beaver Meadow Division, . . . . .	38.38	3.19	41.57
On Hazleton Division, . . . . .	45.44	4.68	50.12
On Mahanoy Division, . . . . .	72.05	8.54	80.59
Totals, . . . . .	442.18	43.45	485.63
On P. & N. Y. R. R., Wilkesbarre to L. & B. Junction, . . . . .	15.61	3.01	18.62

We have now continuous steel track on the entire main line from Perth Amboy to Lackawanna Junction, both single and double track; on Beaver Meadow Division to Jeanesville; on Hazleton Division to Tomhicken, and on Mahanoy Division to Mahanoy City, Ashland, and Mount Carmel.

There are now in use on all the divisions:—

139.30 miles of single track,  
 172.95 miles of double track equivalent to  
 345.90 miles of single track; in addition to which there are  
 12.14 miles of second track laid but used as sidings and  
 244.25 miles of sidings.

Total, 741.59 miles, an increase during the year of 34.08 miles, caused by extension of second track and sidings, and building new sidings and branches, as follows:—

#### INCREASE OF MAIN TRACK.

Extension of Bear Creek Branch, . . . . . 6.73 miles.

#### INCREASE OF SECOND TRACK.

On Wyoming Division, . . . . . 3.18 miles.  
 " Mahanoy " . . . . . 3.06 "

#### INCREASE OF SIDINGS.

On New Jersey Division (of which at Perth Amboy 4.12 miles) . . 4.64 miles.  
 " Clinton Branch, . . . . . 0.46 "  
 " Lehigh Division (of which at Packerton 7.16 miles) . . . . . 9.66 "  
 " Wyoming Division, . . . . . 3.42 "  
 " Bear Creek Branch, . . . . . 1.28 "  
 " Beaver Meadow Division, . . . . . 0.89 "  
 " Mahanoy Division, . . . . . 3.03 "  
 " Hazleton " . . . . . 2.00 "  
 \* Total, . . . . . 38.35 miles.

Less on Wyoming Division:—

Former single main track now called sidings, . . . . . 1.07

And former siding now used as second track, . . . . . 3.20

4.27 miles.

Total increase in track, . . . . . 34.08 miles.

There are also on the main line and branches 7.54 miles of grading and complete and ready for track, as follows:—

On Wyoming Division, . . . . .	3.87 miles.
“ Beaver Meadow Division, . . . . .	.20 “
“ Hazleton Division, . . . . .	.347 “
Total, . . . . .	7.54 miles.

The following materials were used for repairs and constructions:—

DIVISION.	STEEL RAILS.	IRON RAILS.	SWITCH FRAMES	FROGS.	CROSS- TIES.	PAIRS OF SPICES	KEGS OF SPIKES.
New Jersey, . . . . .	1,932	3,054	55	78	77,594	2,252	398
Lehigh, . . . . .	7,332	. . .	90	100	99,387	7,332	847
Wyoming, . . . . .	5,489	. . .	28	58	48,101	5,522	531
Hazleton, . . . . .	1,612	. . .	38	54	29,918	1,612	141
Beaver Meadow, . . . . .	1,195	294	19	39	24,414	1,370	176
Mahanoy, . . . . .	3,014	2,127	49	58	49,909	4,622	473
Totals, . . . . .	20,574	5,475	279	387	329,323	22,710	2,566
P. and N. Y. R. R., Wilkes- barre to Lack. Junction, . .	1,060	. . .	8	15	19,532	1,060	221

The new trestling for stocking coal at Perth Amboy, with capacity for 250,000 tons, proposed in last report, was commenced early in the spring and the work carried forward through the year. It is expected that one-half of this trestling will be ready for use by the early spring of 1883. In connection with this improvement a retail coal wharf has been built and put in use on one of the approaches.

The grading of a branch track of two and one-half miles in length has been commenced from Musconetcong station on New Jersey Division, down the Musconetcong Creek to the paper-mill of the Warren Manufacturing Company, under a contract with that company.

The enlargement of Packerton yard, and increase in amount of track room there spoken of in the last report, has been in progress during the whole year and is not yet completed. The

result of this improvement has been very satisfactory in the increased facilities for our business at that place.

The third track between Mauch Chunk and East Mauch Chunk, proposed in last report, is in progress.

The work of changing the road between Penn Haven and Black Creek Junction has been entirely completed and the results obtained from its use continue to be very satisfactory.

Second track has been laid and put in use from Penn Haven to Barn Door and the grading completed for extension to Stony Creek tank.

The grading is also completed for the second track from Summit to Fairview, a distance of about four miles, much of which is now occupied by sidings.

The tunnel through the mountain at Rockport has been put under contract. The work was commenced in June last and is in progress. The building of this tunnel will effect a saving in distance of about one and a quarter miles and dispense with three hundred and thirty-one degrees of curvature.

The condition of the relief fund is as follows:—

Balance on hand, November 30th, 1881, . . . . .	\$2,403 93
Contributed by employes during the year, . . . . .	10,643 45
“ “ our companies “ “ . . . . .	10,643 45
Total, . . . . .	\$23,690 83
Disbursements during the year, . . . . .	16,121 86
Balance on hand, November 30th, 1882, . . . . .	\$7,568 97

There were three calls made during the year and the number of employes who contributed to the last call was 2377.

Very Respectfully,

H. STANLEY GOODWIN,  
*General Superintendent.*



REPORT

OF THE

PENNSYLVANIA AND NEW YORK

CANAL AND RAILROAD COMPANY.

OFFICERS AND DIRECTORS  
OF THE  
PENNSYLVANIA AND NEW YORK  
CANAL AND RAILROAD COMPANY.

---

President,

R. ASA PACKER.

Vice-President,

ELISHA P. WILBUR.

Treasurer,

CHARLES HARTSHORNE.

General Superintendent,

WILLIAM STEVENSON.

---

Directors :

ROBERT H. SAYRE,  
CHARLES HARTSHORNE,  
VICTOR E. PIOLLET,  
GARRETT B. LINDERMAN,  
HARRY E. PACKER,  
ROBERT LOCKHART,

WILLIAM H. SAYRE,  
ELISHA P. WILBUR,  
JAMES I. BLAKSLEE,  
HOWARD ELMER,  
ELISHA A. HANCOCK,  
FREDERIC MERCUR.



# ANNUAL REPORT

OF THE

## PENNSYLVANIA AND NEW YORK

CANAL AND RAILROAD COMPANY.

JANUARY 8th, 1883.

The total coal tonnage for the past year was—

Anthracite, . . . . .	1,076,966.13 tons.
Bituminous, . . . . .	371,005.07 “
<hr/>	
Making, . . . . .	1,447,972.00 tons.

A decrease of 79,635.09 tons, as compared with the previous year. Of the total anthracite, 708,730.02 tons were received from the Lehigh Valley Railroad.

The earnings and expenses for the fiscal year were as follows:—

FROM	
Transportation of coal, . . . . .	\$1,343,305 87
“ freight, . . . . .	743,400 48
“ passengers, express, and mail, . . . .	200,522 17
Miscellaneous, . . . . .	16,315 55
<hr/>	
	\$2,303,544 07
Less operating expenses, including depreciation, &c., . .	1,260,142 83
<hr/>	
Leaving net receipts, . . . . .	\$1,043,401 24

After providing for State and other taxes, interest on bonds, interest on floating debt, &c., the above earnings will enable the Directors to declare a dividend of ten per cent. to apply to the arrearages on the preferred stock.

The bonded debt consists of \$3,000,000 of seven per cent. coupon bonds—divided into three thousand bonds for one thousand dollars each, of which Nos. 1 to 1500 inclusive become due June 1st, 1896 and Nos. 1501 to 3000 inclusive, June 1st, 1906.

In addition to the payments included in the years' expenses we have also charged to the construction and equipment accounts, \$507,418.43 for amounts paid in the building of the second track, and new sidings, the purchase of ten new locomotives, the construction of new buildings, &c.

In our last report reference was made to the investment by our several interests in steam vessels for service on the Lakes between Buffalo and Chicago. The fleet now consists of six vessels, all of which are new and have the latest improvements, both for accommodating the business for which they are intended and for their most economical management. Notwithstanding the low rates of freight existing in both directions during the entire season we have closed the year with a profit and feel therefore greatly encouraged at the apparent success of the experiment.

The new iron bridge over the Susquehanna river at Coxtan has been completed, and the branch on the west side connecting with it is being rapidly extended to the several coal properties within its reach.

Our arrangements at the Coxtan yard for weighing coal, and for making up the coal and freight trains, are being very considerably improved, and when finished will enable us to give greater dispatch and by that means place us in a position to largely increase our capacity for business.

In the interests of our route considerable sums of money are being expended at Buffalo. A large tract of land on the lake front has been purchased and is being gradually arranged and improved to provide extensive shipping facilities. This, together with the purchase of other property centrally located to meet our requirements there, and the use of the Buffalo Creek Railroad, in which we hold a large interest, place us in a leading position for accommodating our business at that city, which is important not only on account of its local trade but also from its controlling situation as regards the Western markets and the lake ports.

Our agreement with the New York, Lake Erie and Western Railroad Company, under which we have been working for some years past, having expired, it has been renewed with enlarged privileges, and with such additions and changes as our mutual experience has shown to be necessary and important. This re-

newal again secures our position in reaching Buffalo by the shortest route, and places us in the best possible shape to meet all competition.

No change has taken place during the year either in the Board or general officers.

For further particulars concerning the operations of the road, attention is called to the report of the General Superintendent herewith submitted.

By order of the Board,

R. ASA PACKER,

*President.*

OFFICE OF THE SUPERINTENDENT,  
PENNA. AND N. Y. C. & R. R. Co.  
SAYRE, PA., November 30th, 1882. }

*R. Asa Packer, Esq., President :*

SIR:—The following report of the operations of the Pennsylvania and New York Canal and Railroad Company, for the year ending November 30th, 1882, is respectfully submitted.

### COAL TONNAGE.

The total amount of coal transported during the year was 1,447,972 $\frac{0}{20}$  tons, a decrease of .05 $\frac{21}{100}$  per cent. from the previous year.

The following tables give details of production and distribution, as compared with the year previous:—

#### TOTAL COAL TONNAGE FOR 1882 COMPARED WITH PREVIOUS YEAR.

	1881.		1882.		INCREASE & Decrease.
	Tons.	CWT.	Tons.	CWT.	
Anthracite, . . . . .	1,108,056.10		1,076,966.13		31,089.17
Bituminous, . . . . .	419,550.19		371,005.07		48,545.12
Total, . . . . .	1,527,607.09		1,447,972.00		79,635.09

Percentage of decrease in total coal tonnage, .05 $\frac{21}{100}$ .

The anthracite tonnage was derived from the following sources:—

	1881.		1882.		INCREASE & Decrease
	Tons.	CWT.	Tons.	CWT.	
Wyoming, . . . . .	985,049.15		932,436.02		52,613.13
Hazleton, . . . . .	52,704.11		36,469.01		16,235.10
Beaver Meadow, . . . . .	79.08		29.06		50.02
Mahanoy, . . . . .	5,388.12		43,747.17		38,359.05
State Line and Sullivan, . . . .	64,834.04		64,284.07		549.17
Total, . . . . .	1,108,056.10		1,076,966.13		31,089.17

Percentage of decrease in anthracite tonnage, .02 $\frac{81}{100}$ .

And was distributed as shown by statement below:—

	1881.		1882.		INCREASE & Decrease.	
	TONS.	CWT.	TONS.	CWT.	TONS.	CWT.
On Line of Road, . . . . .	26,910.15		29,895.13		2,984.18	
Montrose Railway, . . . . .	4,520.13		4,431.15		88.18	
Southern Central R. R., . . . .	165,397.00		151,577.05		13,819.15	
Geneva, Ithaca & Sayre R. R., .	421,227.10		349,133.01		72,094.09	
Erie Railway Junction, Shipt., .	12,178.09		2,885.19		9,292.10	
Erie Railway, 3d Rail, . . . . .	404,052.13		455,401.14		51,349.01	
Watkins "direct," . . . . .	16,531.12		22,854.11		6,322.19	
D., L. & W. R. R., at L. & B. Junction, . . . . .	231.05		1,810.11		1,579.06	
Lehigh Valley R. R., . . . . .	2,066.05		3,400.07		1,334.02	
For use of Company, : . . . .	54,940.08		55,575.17		635.09	
Total, . . . . .	1,108,056.10		1,076,966.13		31,089.17	

The sources of supply and distribution of the bituminous coal tonnage was as follows:—

FROM	1881.		1882.		INCREASE & Decrease.	
	TONS.	CWT.	TONS.	CWT.	TONS.	CWT.
Towanda Coal Co., . . . . .	194,106.01		174,052.06		20,053.15	
Schraeder Coal Co., . . . . .	219,280.19		189,640.01		29,640.18	
Long Valley Coal Co., . . . . .	5,150.01		5,910.02		760.01	
N. Central Railway, (gas coal), .	1,013.18		1,402.18		389.00	
Total, . . . . .	419,550.19		371,005.07		48,545.13	

Percentage of decrease in bituminous tonnage  $11\frac{57}{100}\%$ .

#### DISTRIBUTION OF BITUMINOUS COAL.

	1881.		1882.		INCREASE & Decrease.	
	TONS.	CWT.	TONS.	CWT.	TONS.	CWT.
On Line of Road, . . . . .	4,156.03		6,043.11		1,887.08	
To S. Central R. R., . . . . .	148,443.14		106,357.10		42,086.04	
To G. I. & S. R. R., . . . . .	20,172.01		28,337.14		8,165.13	
To Erie Railway, . . . . .	199,256.02		179,962.08		19,293.14	
To L. V. R. R., . . . . .	46,903.18		48,998.17		2,094.19	
Used by Company, . . . . .	619.01		1,305.07		686.06	
Total, . . . . .	419,550.19		371,005.07		48,545.13	

## ANTHRACITE AND BITUMINOUS COAL.

Total tons carried one mile :—

	1881.		1882.		INCREASE & Decrease.	
	TONS.	CWT.	TONS.	CWT.	TONS.	CWT.
Anthracite, . . . . .	96,205,465	$\frac{25}{100}$	92,975,204	$\frac{65}{100}$	3,230,260	$\frac{80}{100}$
Bituminous, . . . . .	11,023,385	$\frac{78}{100}$	10,166,470	$\frac{80}{100}$	856,915	$\frac{18}{100}$
Total, . . . . .	107,228,851	$\frac{93}{100}$	103,141,675	$\frac{25}{100}$	4,087,175	$\frac{78}{100}$

We have hauled over the third rail during the year, with our engines, from Waverly to Buffalo and intermediate points, 234,-561 $\frac{5}{10}$  tons.

The balance reported as delivered to the New York, Lake Erie and Western Railroad was taken from Waverly by their own trains.

The amount of anthracite coal transported in box cars during the year was 278,089 $\frac{5}{10}$  tons, a decrease of 14,794 $\frac{19}{10}$  tons, or .05 $\frac{05}{100}$  per cent. The amount so carried was 25 $\frac{82}{100}$  per cent. of our anthracite tonnage.

Of this tonnage the amount loaded in cars returnable via Southern Central Railroad was 25,172 $\frac{9}{10}$  tons, an increase of 9892 $\frac{9}{10}$  tons; in cars returnable via Geneva, Ithaca and Sayre Railroad, 54,336 $\frac{17}{10}$  tons, an increase of 15,986 $\frac{1}{10}$  tons; and in cars returnable via New York, Lake Erie and Western, Railroad 198,-580 $\frac{6}{10}$  tons, a decrease of 40,673 $\frac{9}{10}$  tons.

## FREIGHT.

The total amount of freight, exclusive of coal, transported over the road during the year was 1,080,167 $\frac{73}{100}$  tons, as against 1,057,-581 $\frac{91}{100}$  tons during the previous year, an increase of 2 $\frac{14}{100}$  per cent. The number of tons carried one mile was 90,593,344 $\frac{29}{100}$ , an increase, over the previous year, of 5 $\frac{46}{100}$  per cent.

The average rate per ton per mile on all freight transported during the year was  $\frac{82}{100}$  of a cent.

While there is no change in this rate from that of the previous year, our gross receipts from freight transportation show an increase of 5 $\frac{91}{100}$  per cent, as compared with those of the previous year.



The total tonnage of our road, including anthracite and bituminous coal and general freight, was 2,528,139 $\frac{73}{100}$  tons, a decrease of 57,049 $\frac{63}{100}$  tons.

#### PASSENGER.

The total number of paying passengers carried on the road during the year was 240,336, equal to 8,016,694 carried one mile, an increase over last year of 13 $\frac{35}{100}$  per cent. in number of passengers, and 5 $\frac{15}{100}$  per cent. in passengers carried one mile.

The gross receipts from passenger transportation show an increase of 12 $\frac{27}{100}$  per cent., compared with the previous year.

The average rate per passenger per mile was 2 $\frac{56}{100}$  cents, as against 2 $\frac{39}{100}$  cents in 1881, and 2 $\frac{42}{100}$  cents in 1880.

#### TELEGRAPH.

We have extended our line of telegraph to Buffalo, by erecting our own wire on the poles of the New York, Lake Erie and Western Railroad Company, paying them the usual annual rental for use of poles.

#### EQUIPMENT.

Of the locomotives ordered about the first of the year, we have received eleven at this date; nine of them heavy freight engines and two passenger engines; we have also purchased one second-hand engine from the Fall Creek Coal Co. One of our old engines has been taken out of service and broken up.

We have increased our car equipment by the purchase of 25 new gravel cars, and have changed 20 of our stock cars into platform cars, leaving our present equipment as follows:—

	Last Report.	Increase.	Decrease.	Total Now.
Locomotives, . . . . .	53	12	1	64
Wreck and derrick cars, . . . . .	4			4
Gravel cars, . . . . .	33	25		58
Eight-wheel platform cars, . . . . .	58	20		78
“ gondola cars, . . . . .	210			210
“ stock cars, . . . . .	97		20	77
“ house cars, . . . . .	631			631
“ coal cars, . . . . .	1,301			1,301
Four-wheel coal cars, . . . . .	2,850			2,850
Eight-wheel caboose cars, . . . . .	7			7
Four-wheel caboose cars, . . . . .	24			24
Four shop trucks cars, . . . . .	6			6

## TRACK.

The total length of track now laid and in use in main line, sidings, and branches, belonging to this Company, is  $265\frac{53}{100}$  miles, an increase of  $28\frac{42}{100}$  miles, laid during the year.

## CLASSIFICATION AND MILEAGE OF TRACK.

Main Line, Wilkesbarre to New York State line, . . . . .	104.30
Second track in use as such, . . . . .	58.61
Sidings and second track used as sidings, . . . . .	63.30
Waverly and State Line Railroad and sidings, . . . . .	3.03
Branch and sidings connecting with G., I. & S. R. R., . . . . .	5.74
"          "          "          "          S. C. R. R., . . . . .	4.82
Sidings at Waverly, . . . . .	.39
"          Elmira, . . . . .	.58
Branch and sidings connecting with Barclay Railroad, . . . . .	3.07
Branch and siding connecting N. Y. L., and W. R. R., . . . . .	.27
Pleasant Valley Branch and sidings, . . . . .	8.50
West Pittston Branch and sidings, . . . . .	4.38
Branch and sidings to coal-breakers, . . . . .	5.97
Sidings at Sayre shops and round-house, . . . . .	2.57
Total miles, . . . . .	<u>265.53</u>

We have now in use in our main tracks and branches, 181.53 miles of steel rails, an increase of 32.24 miles during the year. The iron rails reported in main track from last report have been replaced with steel, and our track has been maintained in good condition during the year. The following materials have been used in repairs and construction of track during the year, viz.: 11,551 steel rails, 129 frogs, 1755 kegs of spikes, 27,313 lineal feet of switch ties, and 139,883 cross ties.

We have completed the river bridge at Coxton and extended the track to the breaker at Exeter, and are now hauling the coal from the breaker ourselves, instead of receiving it from the Delaware, Lackawanna and Western at the junction, as formerly.

We are running the double track from the north to Rummerfield,  $28\frac{50}{100}$  miles from State line, and from Lackawanna and Bloomsburg Junction to Tunkhannock,  $22\frac{40}{100}$  miles. From Tunkhannock north to Guard Lock,  $6\frac{60}{100}$  miles, the grading and masonry is all complete but about one-half of a mile, and the track



laid upon most of it; if the weather continues favorable we expect to be able to use it, as second track, by the 1st of February.

We have also the road-bed prepared for second track, one mile south from Rummerfield, leaving, after deducting  $8\frac{38}{100}$  miles of sidings (that will eventually be used as second track),  $27\frac{82}{100}$  miles yet to be graded.

I think it important that this should be completed at as early a day as possible.

The enlargement of the Coxton yard has been pushed as rapidly as circumstances would permit. The grading is principally done, the machinery for the plane is on hand, and we expect to have it ready for the business of the spring.

#### BRIDGES, BUILDINGS, &c.

Our bridges are in good repair; those at Lackawanna and Bloomsburg Junction, Tunkhannock, and Sugar Creek have been repainted during the fall.

The passenger depot at Sayre was completed and occupied early in the summer. We have forty brick dwellings in course of erection, for the use of shop and train men, and will have them ready for occupation during the winter. The extension of the round-house at Sayre is nearly completed and will be put into service during the winter.

We have also erected and have in service a new boiler shop, which completes the group of buildings designed for locomotive repairs and construction, with the exception of a foundry, which should be built during the coming year.

Very respectfully,

WM. STEVENSON,  
*Genl. Supt.*



REPORT

OF THE

LEHIGH VALLEY COAL COMPANY.

OFFICERS  
OF THE  
LEHIGH VALLEY COAL COMPANY.

---

President,  
HARRY E. PACKER.

Vice-President,  
CHARLES HARTSHORNE.

Treasurer,  
ISRAEL W. MORRIS.

Secretary,  
JOHN R. FANSHAW.

General Superintendent,  
FREDERIC MERCUR.

OFFICE OF THE GENERAL SUPERINTENDENT,  
LEHIGH VALLEY COAL CO.,  
WILKESBARRE, November 30th, 1882. }

*Hon. H. E. Packer, Prest. Lehigh Valley Coal Co.,*

DEAR SIR:—The following condensed report of the operations of the Lehigh Valley Coal Co., for the year ending November 30th, 1882, as compared with the two previous years, is respectfully submitted:—

	1882. Tons.	1881. Tons.	1880. Tons.
Amount of coal produced by collieries owned and operated by the Company, . . . . .	1,397,710	1,508,720	1,386,033
Amount of coal shipped by tenants of the Company and from lands controlled by it, . . . . .	1,633,203	1,160,819	842,412
Total shipments by this Company and from properties owned or controlled by it, . . . . .	3,030,913	2,669,539	2,228,445
Being an increase in 1882 over 1881 of 361,374 tons or 13.537 per cent.			

The above tonnage was mainly transported to market by railroads owned or controlled by the Lehigh Valley Railroad Company, and the increase gives evidence of the improved condition of the collieries.

The destination of the coal produced by the Company was as follows:—

	1882. Tons.	1881. Tons.	1880. Tons.
To the Northern and Western markets, . . . . .	570,044	630,000	432,533
To Line and Eastern markets, . . . . .	827,666	878,720	953,500

In the latter part of the year Breaker No. 2 at the Packer Collieries was destroyed by fire. It is being rapidly rebuilt and will shortly be ready to resume shipments.

All our mines are in good condition and prepared to make a considerable increase in output should the market demand it.

Respectfully,  
F. MERCUR,  
*Gen'l Supt.*





